

Active Traffic Management (ATM) FACT SHEET



LEGEND:

- Managed Lanes
- General Purpose Lane
- Auxiliary Lanes
- - - Bikeway
- - - BNSF Railroad
- Interchange/Cross Road Improvement
- BRT Slip Ramp/Platforms

↑
Not to Scale

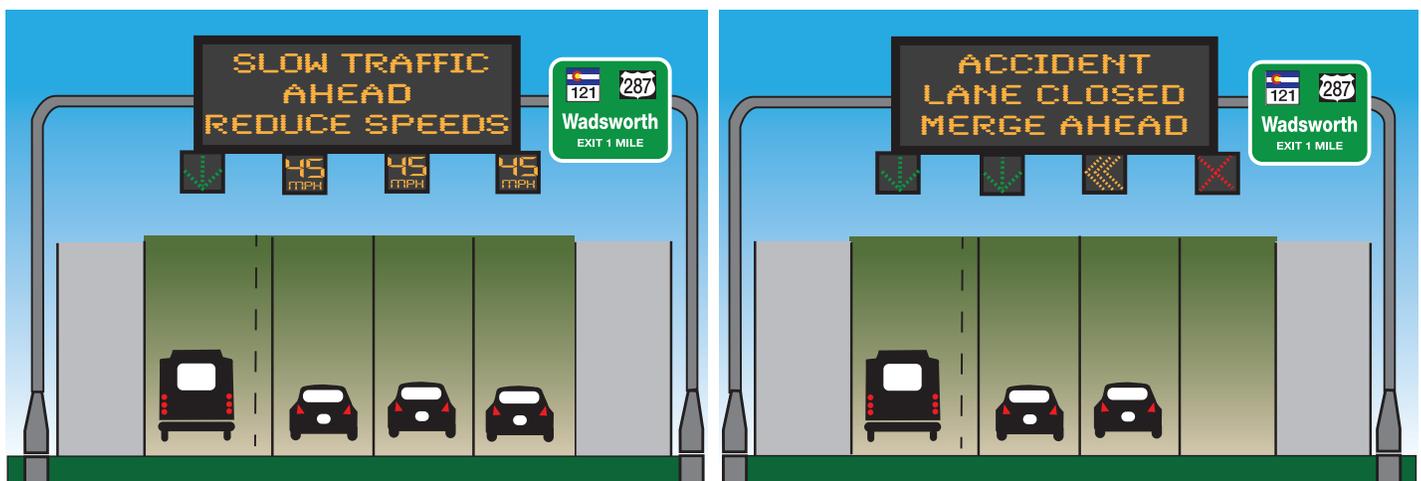
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The Facts

- Active Traffic Management (ATM) uses input from devices installed on the roadway, such as cameras and vehicle detectors, to collect and process information about current traffic conditions.
- Drivers are notified in real-time of changing traffic conditions through messaging on digital signs and through Cotrip.org.
- ATM will be implemented on at least two corridors in Colorado by 2016 – US 36 between I-25 and Boulder, and southbound I-25 between US 36 and 120th Avenue.
- Collisions are more likely to occur in highly congested areas, and ATM is intended to reduce congestion to improve user safety, increase traffic flow and reduce fuel emissions.
- In the U.S., similar systems are successful in Washington State, Minneapolis and Virginia/Metro DC, where collisions were reduced and reliable travel times were improved.
- The system will be operated by CDOT 24 hours a day, seven days a week.
- ATM is designed to smooth stop-and-go traffic and prevent secondary accidents.

What You'll See



Advisory speed limits to slow drivers as they approach congestion.

Closed lane due to accident advising drivers to merge to open lane.

- Traffic conditions will be shown to motorists on the overhead digital signs.
- The digital signs will display whether the lane is open or closed, or provide an advisory speed limit.
- Advisory speed limits will be used to incrementally slow drivers down as they approach congestion.
- If a lane is closed, the status signs will direct drivers to merge into an open lane in advance of the closure, to avoid abrupt braking.
- The lowest advisory speed will be 35 mph, even if traffic is moving slower. Just like a static speed limit sign on the side of the roadway, adverse traffic conditions may require you to drive slower than the posted speed.